

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Bulgaria

REPORT

SUBJECT Plovdiv Airfield

DATE DISTR. 3 May 1954

NO. OF PAGES 6

DATE OF INFO.

REQUIREMENT

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PLACE ACQUIRED

REFERENCES

25X1

632783

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The airfield is located 15 kilometers north of the city of Plovdiv¹. The southeast corner of the airfield has the same elevation as the village of Graf Ignatiev. The field is west of the village and about 100 meters west of the Levskigrad (formerly Karlovo) railroad line. From here the eastern edge of the airfield extends in a northerly direction and runs parallel with the railroad line and the Graf Ignatiev-Levskigrad road continually at a distance of 100 meters from the railroad line. The side extends to the River Pikla (sic), which flows to the north and at this point makes a little curve to the east. (sic). [redacted] the east side is 3000 meters long.

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2. The north side of the airfield "winds" at first along the bank of the river Pikla and then runs to the northwest. [redacted] this north side is estimated at 2000 meters in length. At this point the north front "breaks" in a southwesterly direction to the south, and after approximately 1700 meters reaches the river flowing from the Tsarimir (N 42-19, E-24-40) area in a southeasterly direction. At this point, the west side ends after 1700 meters.
3. The south side of the airfield is "broken;" running one kilometer along the little river and suddenly extending to the east. This section is also approximately one kilometer long. Airfield boundary lights have not been "established."

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General Information and Ground Conditions

4. This airfield was built under Soviet instruction in the years 1950 and 1952. During the construction, control was executed through a Soviet construction

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25 YEAR RE-REVIEW

STATE	X	ARMY	X	NAVY	X	AIR Ev	X	FBI		AEC									
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management. Workers consisted of Bulgarians [redacted]
The ground is completely dry through draining. Possible existing surface water flows naturally into the stream flowing from Tsarimir at the south side of the airfield.

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Take-off Runways and Taxiways

5. A concrete runway is located approximately in the middle of the airfield. The runway runs 150 meters from the north to the south side of the airfield (sic), is approximately 50 meters wide and is kept in excellent condition. An elliptical shaped concrete taxiway runs around the entire airfield [redacted] this is 18 meters wide. A concrete taxiway strip about 20 meters in width connects the main take-off runway at the point where the main take-off runway connects with the elliptical taxiway. The taxi strip leads to the buildings located in the southeast corner of the airfield.
6. From the west side of the airfield two packed earth taxiways lead to the main take-off runway. The taxiway (shown as Figure 4a on Appendix A) is approximately 150 meters from the southwest corner, near the stream. The taxiway (shown as Figure 4b on Appendix A) is approximately 450 meters from the northwest corner of the airfield. At present, extension work is not being conducted. The workers customarily employed for the leveling work at the airfield are of Bulgarian nationality. [redacted]

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Buildings

7. The airfield commandant is housed in a building in the southeast corner of the airfield (see Figure 9). This building has one story and a flat roof.
8. The first hangar lies to the south, approximately 90 meters west of the commandant building. Additional hangars are located east of and starting 100 meters from the first hangar. There are four hangars of steel and reinforced concrete construction. Each of these hangars is approximately 35 x 70 meters in size with a corrugated sheet iron roof and steel sliding doors which have sliding hinges. All of these hangars are painted.
9. A tower is located between the second and third hangars (see Figure F of Appendix A). The tower, approximately 30 meters high, is of stone and concrete. At the top of this tower, an antenna is set up. There are screens on the top of the tower which resemble the shell of a listening device but which are concave and [redacted] must belong to the blind flying equipment of the airfield. These screens are circular and the diameter of each such screen is 1.5 meters. Fifty meters west of the hangars there is a stone building. The airfield guard is lodged in this building (see Figure 8 of Appendix A).
10. A barracks compound is located at the airfield (see Figure 11 of Appendix A) [redacted] 180 meters southeast of the airfield. This barracks compound is 180 meters south of the hangars and comprises an area of approximately 500 x 300 meters. This barracks compound consists of eight 1-story buildings, a workshop building, and four garages and warehouses.

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Radar, Radio and Meteorological Station

11. The airfield has two permanent ultra shortwave radio broadcasting stations. One station is in the tower (shown as Figure 7), and the other station is in the commandant's building in the barracks compound (Figure 11). This radio station in the barracks compound is allegedly for the exclusive use of the Soviets who are at the airfield.

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12. [] repeatedly seen two mobile radar stations on the airfield which are mounted on motor trucks. These mobile stations were serviced by Bulgarian soldiers, each under the direction of a Bulgarian officer stationed at the airfield. They took positions at different points of the airfield, usually in the northwest corner and somewhat south from there. 25X1

13. The meteorological station lies 1.2 kilometers north of the north side of the airfield at the Pikla stream. This station is lodged in a commandeered large farm house.

Fuel Station and Munitions Depot

14. There is a central fuel oil depot (see Figure 12). This central fuel oil depot is lodged in the southeast corner of the barracks compound. [] there are eight gasoline tanks, each estimated at about 10 meters long and three meters wide, lying horizontally, which are at the surface of the earth but protected with an earth mound approximately four meters high. This earth mound over the tanks is planted with bushes. 25X1

15. From this central fuel depot, existing pipes run off under steady pressure and are located at the main take-off runway and at different places on the taxiways for fueling purposes. [] these are closed with a metal cap which can at any time be removed. An exact sketch of these refueling points can not be reproduced. [] 25X1

16. [] zigzag ditches were located in the northwest corner and in the southwest corner of the airfield (Figure 13). In these ditches metal drums are stored in which [] reserve fuel oil is stored. Lubricating oil also must be kept in these drums. 25X1

17. South of the stream Peskanik (sic), on the right bank, lies an enclosed compound, approximately 300 x 400 meters in size. [] the munitions depot (Figure 14) is of brick construction half sunk in the earth. Soldiers from the troops stationed at the airfield guard this area in a wide circle. [] 25X1

Power Supply

18. The power supply is brought on an overhead line from Plovdiv across Graf Ignatiev and is further led from Graf Ignatiev by underground cable to the airfield.

Road and Rail Connections

19. Road connection starts from the Plovdiv-Kalofer road to the southeast corner of the airfield and runs parallel with the south side of the airfield to the stream that also partly forms the boundary of the south flank of the airfield.

20. There is an industrial railroad line that branches off halfway between the southeast corner of the airfield and the stream and that comes from the direction of Tsarimir and leads to the first half of the south side of the barracks compound (Figure 11). An L-shaped ramp is located here.

Wind Direction

21. [] the main wind direction is northeast-southwest. 25X1

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Antiaircraft Batteries

22. No details known.

Aircraft Hardstands

23. At the west side of the airfield there are three groups of aircraft hardstands. The first group is probably 150 meters from the northwest corner of the airfield (see Figure 5). The other groups follow at a distance of about 500 meters. A counting of the individual aircraft hardstands has not been possible. However, it has been determined that each individual aircraft hardstand is separated from its neighbor by an earth mound.

Fencing

24. None. Warning signs.

Garrison

25. [redacted] a Soviet instruction staff has a strength of 100 men. This instruction staff is distributed among the Bulgarian units. In addition, there is also a Soviet advisory staff on the airfield, consisting of flight and technical officers. [redacted] a considerable number of the instruction staff consists of Bulgarians who have lived in the USSR for a long time and received their education there..

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26. No details are available concerning Bulgarian units stationed at the airfield.

Aircraft

27. Thirty Soviet MIG-15s which carried the Bulgarian national insignia on their wings and fuselage were observed at the airfield. At the time of the observation [redacted] 39 IL-10s were seen.

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Activities

28. Flying occurred from early morning until evening. Flight training was carried out and consisted of single take-offs and landings, take-offs and landings in pairs, formation flying, etc.

Legend

1. Airfield
2. Concrete take-off runway
3. Concrete taxiways
4. Packed earth taxiways
5. Aircraft hardstands
6. Hangars
7. Tower
8. Airfield guard
9. Airfield commandant
10. Storage area

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11. Barracks compound
12. Central fuel oil depot
13. Reserve fuel oil depot. Zigzag ditches
14. Munitions dump
15. Munitions dump
16. Meteorological station

1.  Comment: This airfield is known as Graf Ignatiev Airfield.

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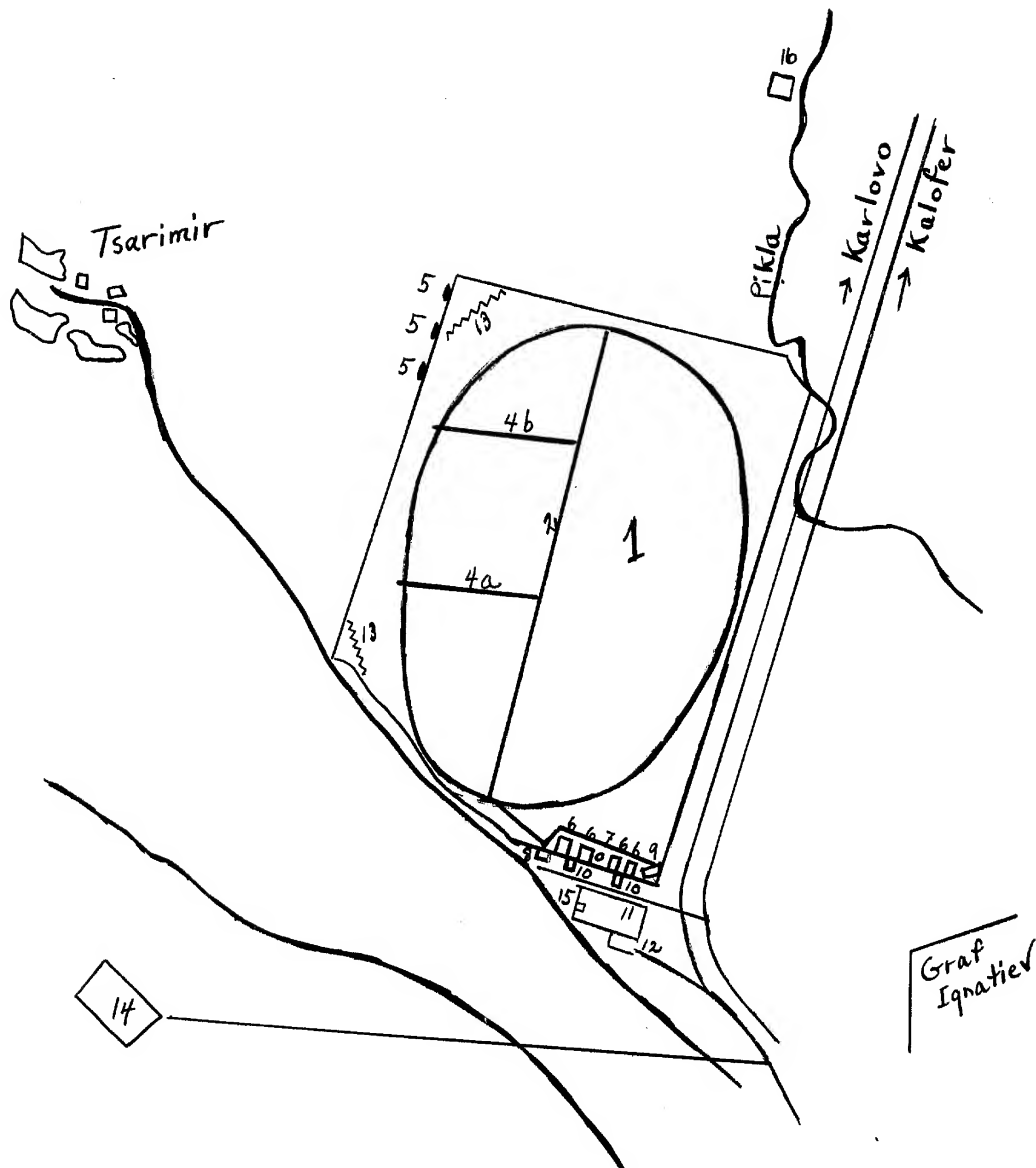
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APPENDIX A



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